

## TIRES OR TIRE?



Recall that wild ride the night you battled the elements for every inch? Sure you do. Every motorist has had a few such rides.

Your mental strain was focused on each one of the four tires on your car.

At such a time

## Miller Tires

GEARED-TO-THE-ROAD

present their best argument. The thought that each one of your MILLERS was brimful of rugged strength to endure—gave you confidence.

Millers will pull you through where others give up the battle. Give us a chance to prove Miller stamina.

CENTRAL AUTO SUPPLY CO.

517 N. Central Ave., Next Annex Hotel

C. A. FISH

## DELIVERIES BY DRIVEWAY PLAN ARE NUMEROUS

The 4,103 driveway shipments of motor cars made from the factory of the Willys-Overland company at Toledo, in the early months of this year, furnished convincing evidence of advantages of that method of automobile delivery from factory to dealer, according to H. H. Hotchkiss, local Willys-Overland representative.

In January, 903 Willys-Overland cars were driven overland to the dealers; in February, 1058 were transported in this way and the driveway shipments increased to 2142 in March. With reasonably good roads on which to deliver the new cars, it is said that the driveway method is a most desirable substitute for freight delivery and that it will be common practice in the future, irrespective of freight conditions.

"Up to a few weeks ago, the driveway method of delivering automobiles was regarded as simply the only alternative in getting the cars to the dealers when freight cars were not available," said Mr. Hotchkiss. "Today, the leading manufacturers have awakened to the fact that there is often a distinct advantage in the overland system of delivery and many of them will continue to adhere to it long after the freight car shortage is relieved."

"In the first place, the overland delivery of a new car furnishes an ideal warming-up process for the new motor. Actual service on country roads, in the hands of experienced drivers, is the best sort of treatment for the motor fresh from the factory. All of the working parts thereby are fitted for the task which they are to perform and when the car is delivered to the buyer they work more smoothly if possible, than on the day they left the factory."

"In the second place, overland delivery, and supplies for the fighting men."

In doing his bit to help, every individual should labor, more than has been his custom, in every line of industrial endeavor. The greater tax of labor imposed upon us by the unusual conditions of the present hour necessitates a greater activity and greater efficiency on the part of every individual in order to meet these extraordinary conditions. Caution is warranted, but we should buy goods and lead the lives we have been accustomed to. Factories must be kept going to their full capacity. Labor must be kept employed. Our homes must be kept up. We must cheerfully pay war taxes in addition to usual peace duties and expenditures.

In doing our bit, every one of us should buy up to the limit of our ability, to the end that money shall be kept in circulation.

Let us take our slogan—and spread this slogan everywhere, for our own good, for the country's good, for the world's good, "business as usual."

## THEY CALL THIS NEW HAT "TEDDY"



Fair to the eye is this cowgirl, aided and abetted by this bonnet of light pearl soft felt, trimmed with narrow band of grosgrain ribbon. It is pinned up with the regulation artillery insignia. The patent leather chin strap extending over the crown gives it the military appearance. They call the hat "Teddy" and the colonel should be proud of his namesake.

livery is much quicker than shipping by freight. When the car leaves the factory you know approximately just when it will reach its destination. There will be no annoying delay in the congested freight yards and, furthermore, there is no danger of rough handling of the car in loading and unloading.

"Poor roads alone stand in the way of overland delivery of automobiles. With good roads campaigns assuming greater proportions each year, it is reasonable to hope that the time soon will come when the road situation no longer will be an obstacle in this direction. Besides the state and county good roads support, there is the ever increasing aid given the movement by the federal government."

"In 1916, there were built under the supervision of federal authorities approximately 561 miles of road fifteen feet in width, according to the annual report of the office of public roads in the department of agriculture. The roads included in the total are experimental roads, county roads and roads

## UTILITY TRAILER IN LARGE DEMAND

The Bennett Lumber company, local distributors for the Utility Trailers manufactured in Los Angeles, report increase in sales in the valley for the trailer. The Los Angeles Trailer company is one of the largest manufacturing industries of trailers in the United States. Additional local interest attaches to the Los Angeles trailer due

to the fact that one of the controlling interests is that of Ernest W. Bennett, formerly a Phoenix business man and a member of the Bennett Lumber company of Phoenix. They offer an almost unlimited variety of trailers, because they have already developed practical, successful trailers for each of many industries. Their engineers study the problem for the industry and then develop and manufacture the adapted design. For some time they have been building four-wheel-type trailers in all sizes and capacities. The trailers are built along designs similar to the best of motor truck construction. The trailer chassis is like that of a truck without the power plant.

The steering and draw control on 4 wheel models are important and vital part for success or failure with four-wheel trailers. This design has been passed upon by expert engineers and pronounced most efficient. Their present design is the outcome of experience by experimental and actual road tests covering several months, and are meeting the approval of those who know

among trailer buyers. The old fifth-wheel wagon-steering apparatus is not practical on a trailer that moves faster than wagon speed, any more than the steel wagon tires will stand the blows of the road at the normal speed of a truck; therefore, they have developed a ball-bearing, rigid, adjustable steering apparatus which works directly on the steering or parallel rod of their specially designed front axle. With this steering device their trailers must follow directly in the path or ruts of the car pulling it. Both two-wheel and four-wheel models are all standard tread.

**BAKERS NAME BOARD**  
[REPUBLICAN A. P. LEASED WIRE]  
CHICAGO, May 18.—Eleven representatives of the baking industry were appointed to deal with the government in all relations between bread makers and federal authorities at the conference of the Master Bakers' Association of the United States at the closing session of the two days' meeting here.

## BUSINESS DEPRESSION IN U. S. WOULD BE CALAMITY FOR WORLD

Maurice O'Neil of the O'Neil Auto Auto company, Phoenix agents for the Chalmers automobile, is in receipt of an interesting article from E. U. Morse, vice president and general manager of the Chalmers Motor Car company of Detroit, which deals with the present business condition of the country. The article is as follows:

The worst thing that could happen to the world right now would be a business depression in the United States. With the country prosperous, with business dull, money tight, either through fear or false economy, would be a calamity.

War in itself does not cause business depression. Billions of dollars have been appropriated by congress for war preparations. This great sum of money, put into immediate circulation in this country, will create new wealth for use in the world-struggle for humanity.

It would be a tremendous error to halt business now through an unpatriotic feeling of panic and a mistaken idea of patriotic economy.

Patriotic economy calls upon all to eliminate waste and extravagance, it demands that we conserve our food products and our natural wealth. It

also demands that we guard our health, our energies, our labor, our very lives; that we should put more efficiency in everything we do.

Our president, in his inspired war message to the people said: "It is evident to every thinking man that our industries, on the farm, in the shipyard, in the mines, in the factories, must be made more prolific and more efficient."

The way to accomplish this is for the people to buy and use the merchandise produced. Business cannot grow and remain healthful unless the whole people buy as usual and keep money in circulation.

America will show the world that a war built on the principles of righteousness and freedom need not impoverish the people or stop the wheels of industry.

America will prove that prosperity can go hand in hand with war when waged with clear headed intelligence.

The American people will continue to need food and clothing. They will continue to buy motor cars and stocks. Theaters and baseball and other amusements will go on. All these must be supplied, as well as fighting

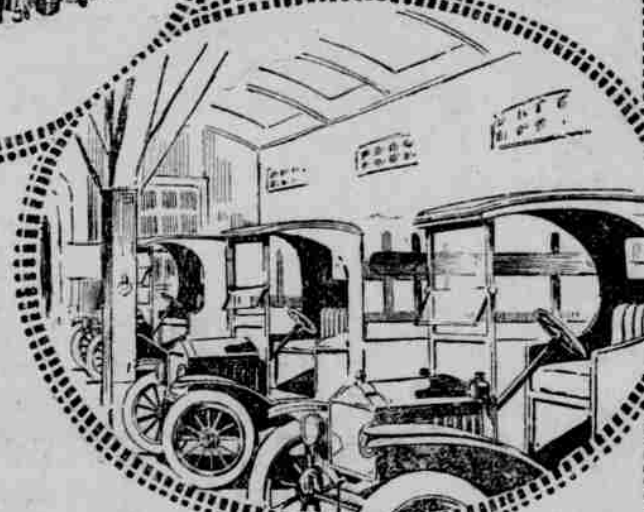
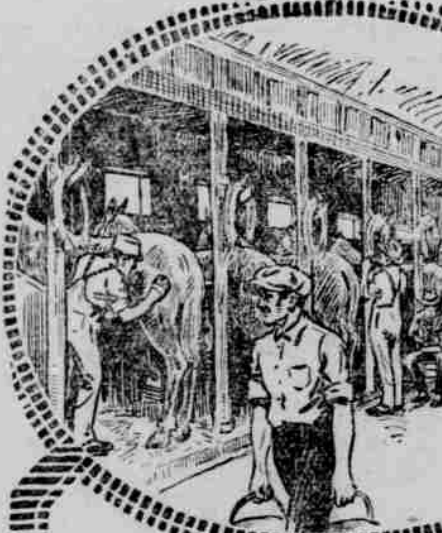
men, and supplies for the fighting men.

In doing his bit to help, every individual should labor, more than has been his custom, in every line of industrial endeavor. The greater tax of labor imposed upon us by the unusual conditions of the present hour necessitates a greater activity and greater efficiency on the part of every individual in order to meet these extraordinary conditions. Caution is warranted, but we should buy goods and lead the lives we have been accustomed to. Factories must be kept going to their full capacity. Labor must be kept employed. Our homes must be kept up. We must cheerfully pay war taxes in addition to usual peace duties and expenditures.

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## Sundays and Holidays



Put 75c out of every \$1.00 back in the Profit Column

YOU can almost positively count on a 75% cash saving in your delivery and hauling costs if you install Smith Form-a-Truck equipment.

For one Smith Form-a-Truck will easily do the work of from three to four teams—costs no more than one good team to buy—and eliminate all unnecessary labor and equipment charges.

It will cost you nothing to maintain when it is not actually working for you—and when it is working it will give you the lowest ton-mile hauling cost in the world.

10,000 users have proved these big service facts in over 450 lines of business. The demand this year makes 30,000 the minimum number the factory can build.

And the big new development—the universal attachment fitting over any Ford, Maxwell, Buick, Dodge Bros., Chevrolet or Overland chassis lets you select your own proved power plant.

Harmon Motor Co.

127-33 N. First St. Phoenix, Arizona.

Phone 419

Smith Form-a-Truck

\$350

F. O. B. Chicago

## Famous Hill-Climb of HUDSON SUPER-SIX



In a hundred cities, Hudson dealers have won the local records with the Super-Six.

Not in America only. In several countries Super-Sixes have won the hill-climbing records.

But the Pike's Peak climb last September was the world's supreme test. There twenty great cars, all specially built, met for a race to "the top of the world." The Hudson Super-Six made the best time of all.

7-passenger Phaeton

\$1,800

F. O. B. Phoenix



## What They Drove

The Super-Six, remember, is a small, light Six. It doesn't win by size. It won these tests just as it won all other worth-while records—by endurance.

This invention—patented by Hudson—has minimized motor friction. It thus added 80 per cent to the motor's efficiency. It nearly doubled the motor's endurance.

You don't care to climb Pike's Peak at the speed the Super-Six showed it could do. You don't care to go 102 miles per hour, as a Super-Six stock chassis has done. Or 1819 miles in 24 hours, also with a stock chassis.

But you want the car which holds those records, if you buy a great car. Not because they prove capacity, but because they prove endurance—prove that no service you will ever demand will equal its capacity.

## All-Round Ruler

But the Hudson is now more than monarch in performance. It is fully as distinctive in style and beauty this year, in finish, in equipment and in luxury. It has a new gasoline saver, in the form of radiator shutters, which, through controlling the heat of the motor in part, overcomes the disadvantages and waste of the present poor grade of gasoline. It has a patent pneumatic carburetor, exclusively Hudson, self-adjusting to every engine speed.

In whatever you prize most—performance, style, beauty or economy—you will find the Hudson leader. That's why it leads all other front-rank cars in sales.

CAL. MESSNER

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